



HURRICANES IN SERVICE

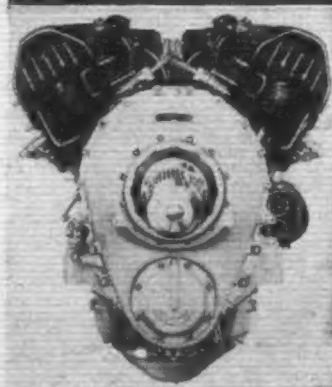
*No. 111 (Fighter) Squadron shows off
its new equipment*

TRAVELLERS on Western Avenue, that famous (or notorious) London exit, are getting used to one of the most comforting manifestations of Expansion. No. 111 (F.) Squadron, at Northolt, is putting in all the time it can on its drab but deadly looking Hawker Hurricane multi-gun, "three-hundred-plus" monoplane fighters. Had it not been for Sq. Ldr. Gillan's Turnhouse-Northolt trip at 408.75 m.p.h., the equipment of the squadron would most probably still be a State secret. Happily, it was decided that the world should be given some indication of the Hurricane's capabilities, though reports of strong aiding winds still kept the masses guessing at the full-throttle level speed of our first fighter to better 300 m.p.h.

There is no doubt whatever that No. 111 is, at the moment, the most formidable fighting squadron in the world. Although the actual armament of the Hurricane is secret, references have been made in the Press to the colossal weight of fire at the command of a Hurricane unit.

The engine is a Rolls-Royce Merlin II rated at 960/995 h.p. at 12,000ft.; maximum power is 1,050 h.p. at 16,000ft. at 3,000 r.p.m. Glycol cooling is employed, the system utilising a radiator in a scoop-shaped housing under the pilot's cockpit, and the airscrew is a fixed-pitch wooden two-blader. All three wheels of the undercarriage are retractable.

Full two-way radio equipment and night-flying gear is carried, and the pilot's cockpit is warmed and covered by



How the Rolls-Royce Merlin II permits clean entry and a generally compact installation in the Hurricane. The common housing for the oil and glycol radiators is apparent in the *Flight* photograph of the nose